

CITIZEN'S BANK & TRUST COMPANY

Paid in Capital \$50,000.00. Banking in all its branches.

DIRECTORS:

E. W. WALLACE
CHAS. LOCKING
C. L. EDMUNDSON
C. A. McDONALD
S. CARETTO
R. M. MOORE
E. A. WATKINS
A. W. WOOD
W. E. MCKEE

OFFICERS:

I. W. WALLACE, President.
A. W. WOOD, Vice President.
C. L. EDMUNDSON, Vice President.
R. M. MOORE, Cashier.
W. H. RANKIN, Asst. Cashier.

4 per cent interest paid on Savings Accounts.

SOUTHERN CALIFORNIA ADVERTISEMENTS.

S. NORDLINGER & SONS

Established in 1869
323 SO. SPRING ST. LOS ANGELES
DIAMONDS - WATCHES - CLOCKS
STERLING SILVERWARE - CUT GLASS
Novelties in Solid Gold and Sterling Silver
We send goods on approval, express prepaid
to those known to us or who will furnish us
with satisfactory references.
We invite correspondence

Kodaks and Photo Supplies

ARTISTS' MATERIALS AND FRAMING.
We make a specialty of Developing, Printing and
Enlarging. Mail orders given prompt attention.
SEND FOR CATALOGUE.

HOWLAND & DEWEY CO.

510 SOUTH BROADWAY LOS ANGELES, CAL.

SECURITY SAVINGS BANK

DEPOSITS
AND
WITHDRAWALS
May Be Made
BY MAIL



Los Angeles

LARGEST IN
SO. CALIFORNIA
RESOURCES
\$17,000,000.00.

After October 15th, 1907, we will be located in the Brock & Feagans Building,
437-439-441 Broadway

DIAMONDS

We sell only absolutely flawless gems of
finest cut and color. The buying ad-
vantages of our three large stores mean
a saving for you.

CATALOGUE No. 30

Illustrates 80 pages of best Diamond Watches,
Jewelry and Silverware. It is free.

BROCK & FEAGANS

Jewelers
Broadway at Fourth St. LOS ANGELES, CALIFORNIA



TALKING OF DRIVING

For pleasure, the place to get a rig
which will suit you in every respect
is the Palace Livery Stable. There
are to be found stylish, up-to-date
Turnouts, Spick-and-Span Horses
which can make good time. Meet
anything you want in road wagons,
etc., to hire by the hour, day or
week.

Palace Livery Stable

BOWEN & HUBBARD.
Phone Skidoo-23.

G. W. Wallace Real Estate and Mines BISBEE, ARIZ.

BANCO DE CANANEA

Department of Cananea Consolidated Copper Co., S. A.
CANANEA, SONORA, MEXICO.
ESTABLISHED 1902. TRANSACTS A GENERAL BANKING BUSINESS

DRAFTS ISSUED ON ALL PARTS OF THE WORLD.
Exchange in Mexican Money.

OFFICERS:
I. MACMANUS, Cashier.
D. W. HOPKINS, Assistant Cashier.

CORRESPONDENTS:
National Copper Bank, New York City; Banco de Sonora, Hermosillo,
Mexico; Anglo-California Bank, San Francisco; Mercantile Bank,
ing Co. Ltd., Mexico City.

TRY AN INSERTION IN THE REVIEW WANT COLUMNS—
—PROMPT RESULTS ARE THEREBY ALWAYS GAINED.

POCKETS LOSS OF \$20,000 AND SMILES BUSINESS IS THE HEAVIEST KNOWN

Phoenix Man Was Bitten Hard
in the Famous Salted Mine
of Wyoming, But Is Trying
to Forget It

PHOENIX, Oct. 16.—I. T. Hoxey of Phoenix, who owned one-tenth interest in the Red Canyon company of Wyoming, which has just collapsed through the discovery that their placer claims in Red Canyon were salted and valueless after an expenditure of over \$200,000 in diverting the channel of a river for the purpose of using the waters to wash their gold, has just returned to his home in Phoenix after a trip to the gold fields of Wyoming, which have turned out to be a fraudulent prospect and with not enough gold to plate a wagon wheel.

Mr. Hoxey is loser in the enterprise to the extent of about \$20,000, which he has pocketed and is cheerful in spite of his heavy loss.

The Red Canyon company, which was to exploit the alleged fabulous placer fields, has not yet been organized and not one cent of stock had been sold when the bubble was pricked and all the hopes of the promoters fell to the ground.

"We had options on about 7,000 acres of surrounding ranches and had purchased 15,000 acres of land which we had secured from the Fremont Placer company," said Mr. Hoxey last night at his hotel. "The placer grounds have been in the possession for over a year and before we purchased it we had three different experts examine the ground and they all pronounced the values to be fabulous."

"In this same neighborhood many thousands of dollars of gold was reported to have been taken from adjoining canyons by washing with snow water. Water was the main drawback, as we saw it to develop the property, and when the property was offered to us at a nominal sum and after the report of our mining experts, we naturally jumped at the proposition and purchased it outright."

"We began work by diverting the water from the river to wash our dirt, and just as we were about completed, and after we had expended over \$200,000, we discovered beyond the possibility of a doubt that there was no gold there except what had been planted for our special benefit."

A number of people expected to find in this canyon and all had secured fabulous values, but after the bubble was apparently pricked we began to investigate by shaft and in only one shaft did we get so much as a color, and this ran very low in gold.

"We were offered \$2,500,000 for the property less than a month ago by Chicago parties who had made an investigation of the property, but rejected the offer because we had more than that in sight and the work on the water project already almost completed to get it out."

"Besides myself interested in the property were J. H. Howard of Phoenix and others of the state of Washington. The loss will fall upon us entirely."

Mr. Hoxey is a good loser and makes no whimper over his considerable loss. Besides this mining venture Mr. Hoxey is extensively interested in mines in Arizona. He is one of the officers of the Montana-Arizona Mining company, which is now developing a mine in Yuma county on the Bill Williams fork of the Colorado river and about thirty-five miles from Boardman.

"We had four ledges well leached out," said Mr. Hoxey. "I had a letter from our superintendent the other day in which he said that the character of the ground was changing and the indications were strong that when the water is reached sulphides will be encountered which will run high and be very valuable."

"A number of cars of shipping ore is already on the dump and when the sulphides are encountered which we expect almost any day, we will begin active shipping operations."

We believe that this mine is destined to be one of the most valuable in Arizona. A strong company is back of the enterprise and so confident are we of the prospect that we are going to almost any length to develop it."

The property is a copper, gold and silver ore in a district of big mines.

MOFFAT GOES EAST.

DENVER, Oct. 15.—David Moffat has been suddenly called east on important business in connection with the Moffat road and left this morning on the Rock Island for New York.

The recent changes made in reference to the plans for constructing the Moffat road are supposed to be the subject of a meeting to be held at that time necessary, and he goes there to confer with the interests.

The report that James J. Hill of the Burlington and Senator W. A. Clark were behind the Utah interests which have combined with Moffat to complete the road have been current for some time and Moffat recently confirmed the report of an alliance between his road and the Hill roads in an interview with a Times representative. It is understood that a meeting will be held in November at which the Hill roads will be brought closer together into one system and it is rather expected that the nature of the relations between the Hill and the Moffat interests will become known at that time. It is thought that Mr. Moffat has gone east to arrive at a final conclusion in these matters.

The Moffat road has suddenly come to the front again in Wall street affairs during the past few weeks and it has been the subject of much discussion in the financial journals. Hill, Moffat and Jesse Knight, who has undertaken the construction of the road from Salt Lake City to the Utah line, as a certainty and state that it means the abandonment of the plan to make the Moffat road an independent project, though the new plan will still enable Moffat to realize his ambition of a big transcontinental system that will put Denver on the main line.

Fortunately, perhaps, for his grace and winning ways, it is against the rules to use the big stick in a tennis game.

Southwestern Roads Already
Doing Record Breaking
Work, Prepare for Still
More in the Near Future

(Albuquerque Journal.)

Western and southwestern roads are already caring for the heaviest volume of business in freight traffic which they have ever known. The movement though extremely heavy at the present time will be greatly accelerated by the end of the present month which is usually known among freight departments as the heaviest time of the year. It is at this time of the year that the movement of grain and livestock is the heaviest. Large shipments of coal are also made at this season of the year which is another large item in the movement of freight traffic.

As a result of the extreme amount of business which is being done now the question which is worrying the officials of the railroads at the present time is whether the equipment of the roads will be large enough to avoid the lamentable congestion of a year ago. The movement of freight this season will be approximately forty-one per cent greater than the movement of a year ago and although many of the railroads have added a great amount of equipment during the past season there is still a great deal of fear and anxiety among the officials.

What most of the railroads at the present time is whether a great deal of congestion in the yards of the different roads converging in Kansas City and St. Louis. According to the present outlook these conditions will become general over the entire west.

Of what most of the railroads in the west seem to lack most at present is sufficient motive power. All roads are making an effort to get the motive power up to the maximum. The roads which have placed orders during the last year for the delivery of locomotives are now pressing the manufacturers for their delivery as soon as possible. The Kansas City Southern has made arrangements for the delivery of thirty new engines within the next few weeks and the Santa Fe has been receiving deliveries from the Baldwin works almost daily for the last few weeks and have placed orders for fifteen additional oil burners which are expected for delivery in time to alleviate the present conditions.

In addition to the large orders for new motive power all the railroads have busied themselves during the past season in getting their existing rolling stock in condition to prevent a repetition of the car shortages of last season. Practically every one of the great western systems have ordered new rolling stock, a large part of which has already been delivered and is now in service. In all, the larger systems of the west have during the past season ordered 37,500 new cars and about five hundred locomotives. With most of this already in service, it could be said that there would be little chance of a car shortage this season, but it looks rather doubtful when it is known that the movement of traffic this season will be forty-one per cent greater than last year.

One encouraging feature of the new orders for rolling stock which have been delivered are now in commission is the fact that the cars are for the most part of larger capacity than the old cars which have been previously used. It is estimated that the rolling stock of the western roads has been increased twenty per cent during the past season and when the proportionate dimensions of the cars are taken into consideration it means about thirty-five per cent increase in the capacity.

Another improvement that has been made during the past season has been the improvement of the tracks of the different roads. The roads which were previously too light to withstand the heavy traffic of the fall season have been rebuilt with heavier steel. Terminal facilities have been increased and many more miles of sidetracks are now in service. The cars have been getting their own lines and this will help a great deal in moving the fall traffic.

The main question at the present time does not seem to be so much of whether there will be a car shortage or not as to whether there will be enough motive power. The motive power question seems to be one equally as hard of solution as was the car problem of a year ago. However, it is safe to say that the roads are in better shape to handle the immense volume of transportation than they were a year ago and in the face of the conditions of a larger movement than ever the roads are to be congratulated at the present time for their successful efforts in doing what they have.

For Review job and business offices call phone 39.

NOTICE OF APPLICATION FOR U. S. PATENT.

Mineral Application No. 295.
Mineral Survey No. 2411.

Phoenix, Arizona,
October 12, 1907.

Notice is hereby given that I, W. Wallace, whose postoffice address is Bisbee, Arizona, has made application for U. S. Patent for the following mining claims known as Climax, Cyclone, Epoch, Black Bear, Schneerady, Old Stratton, Comet, Star, Keenage, Fraction No. 1, Fraction No. 2, Fraction No. 3, situated in Sections 37 and 38, T. 23 S., R. 24 E., in the Warren Mining District, County of Cochise, Territory of Arizona, and more particularly described as follows, to-wit:

CYCLONE:—Beginning at Cor. No. 1, whence N. W. Cor. Sec. 2, T. 23 S., R. 24 E., G. & S. R. B. & M. brs. S. 11 deg. 21 min. E. 1200 ft. to Cor. No. 2, whence N. 10 deg. 21 min. E. 1200 ft.

to Cor. No. 3, Thence N. 77 deg. 39 min. E. 600 ft. to Cor. No. 4, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 5, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

EPOCH:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

CLIMAX:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 2, T. 23 S., R. 24 E., G. & S. R. B. & M. brs. S. 6 deg. 59 min. W. 7166.6 ft. Thence N. 10 deg. 21 min. E. 1482.7 ft. to Cor. No. 2, Thence N. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

STAR:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 2, T. 23 S., R. 24 E., G. & S. R. B. & M. brs. S. 15 deg. 41 min. W. 7556.4 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence N. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

SCNEERADY:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 2, T. 23 S., R. 24 E., G. & S. R. B. & M. brs. S. 15 deg. 41 min. W. 7556.4 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence N. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

OLD STRATTON:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 2, T. 23 S., R. 24 E., G. & S. R. B. & M. brs. S. 15 deg. 41 min. W. 7556.4 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence N. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 1:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 2:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 3:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 4:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 5:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 6:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 7:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 8:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 9:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 10:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 11:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 12:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 13:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 14:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 15:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 16:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 17:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 18:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.

FRACTION NO. 19:—Beginning at Cor. No. 1, whence the N. W. Cor. Sec. 3, T. 24 S., R. 24 E., G. & S. R. B. & M. brs. S. 2 deg. 19 min. W. 6973.3 ft. Thence N. 10 deg. 21 min. E. 1500 ft. to Cor. No. 2, Thence S. 77 deg. 39 min. E. 600 ft. to Cor. No. 3, Thence S. 10 deg. 21 min. W. 1500 ft. to Cor. No. 4, Thence S. 77 deg. 39 min. W. 907.2 ft. to Cor. No. 1, the place of the beginning.